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**IDAPA 39
TITLE 03
CHAPTER 41**

39.03.41 - RULES GOVERNING TRAFFIC CONTROL DEVICES

000. LEGAL AUTHORITY.

the idaho transportation board adopts this rule under the authority of sections 40-313, 49-201(3) and 67-5203a, idaho code. (5-16-90)

001. Title And Scope.

01. Title. This rule shall be known as IDAPA 39.03.41, "Rules Governing Traffic Control Devices," IDAPA 39, Title 03, Chapter 41. (3-30-01)

02. Scope. It is the purpose of this rule to establish standards, options, guidance and supporting information for the design, construction and implementation of traffic control devices. (3-20-04)

002. Written Interpretations.

This chapter does not provide for written interpretations. (3-30-01)

003. ADMINISTRATIVE APPEALS.

This chapter does not provide for administrative appeals. (3-30-01)

004. INCORPORATION BY REFERENCE.

The "Manual on Uniform Traffic Control Devices for Streets and Highways" is published by the Federal Highway Administration of the U.S. Department of Transportation. The Millennium edition of the Manual and all subsequent amendments, through and including revision number one dated December 28, 2001, are hereby incorporated by reference and made a part of the Rules of the Idaho Transportation Department. The following exceptions to the Manual are adopted by the Idaho Transportation Board: (3-20-04)

01. Section 2H-04, General Design Requirements For Recreational And Cultural Interest Area Symbol Signs. On page 2H-2, modify the first sentence to read as follows: Recreational and cultural interest area symbol signs shall be square or rectangular in shape and shall have a white symbol or legend and white border on a brown background, with the exception of Scenic Byway signs which shall be allowed to use a multi-colored format. (3-20-04)

02. Section 1A.11, Relation To Other Documents. On page 1A-10, in the first paragraph under Standard, delete the last referenced publication, "Standard Highway Signs, 1979 Edition (FHWA)". At the end of the paragraph add the following sentence: "The latest edition of the 2002 Idaho Transportation Department (ITD) Sign Chart shall be a part of this Manual as a reference for all sign number designations and any additional special signs if used on a highway under the jurisdiction of the Idaho Transportation Department. Add the following as the first sentence under Support, "The "Standard Highway Signs, 2002 Edition (FHWA)" as referenced in this Manual shall be adopted as a supporting document." (3-20-04)

03. Section 2C.05, Placement Of Warning Signs. On pages 2C-6 and 2C-7, the attached tables shall be adopted to replace Table 2C-4, "Guidelines for Advance Placement of Warning Signs". (3-20-04)

04. Section 2C.27, CROSS TRAFFIC DOES NOT STOP Plaque (W4-4P). On page 2C-23, delete the third paragraph titled "Guidance" in its entirety. Replace the fourth paragraph titled "Option" with the following: "The CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (see page 2C-924) may be used in combination with a STOP sign when engineering judgment indicates that drivers frequently misinterpret the intersection as a multi-way stop condition." Replace the fifth paragraph titled "Standard" with the following: "If the W4-4P plaque is used, it shall be installed below the STOP sign." On page 2C-24, revise plaque W4-4P to delete the arrow and use text only. (3-20-04)

05. Section 2D.15, Cardinal Direction Auxiliary Signs (M3-1 through M3-4). On page 2D-12, change the first sentence under Standard to read as follows: "To improve the readability, the first letter of the cardinal

direction words shall be ten percent larger, rounded up to the nearest whole number size, except for those sign installations that were in existence prior to the adoption of this rule.” (3-20-04)

06. Section 2E.28, Interchange Exit Numbering. On page 2E-36, in the fourth sentence under Standard, revise the sentence to read as follows: “The standard exit number plaque shall include the word EXIT, the appropriate exit number, and the suffix letter A or B (on multi-exit interchanges) in a single-line format on a plaque 750 mm (30 in) in height, except for those sign installations that were in existence prior to the adoption of this rule.” (3-20-04)

07. Section 2E.37, Interchange Sequence Signs. On page 2E-55, revise the last Standard to an Option to read as follows: “Interchange Sequence signs located in the median may be installed at overhead sign height”. (3-20-04)

08. FHWA Compliance Dates, Pavement Markings. Revise the FHWA compliance dates for the additional roadways to be striped under the new minimum criteria from January 3, 2003 to January 3, 2005. (3-20-04)

09. Section 4D.04, Meaning Of Vehicular Signal Indications. On page 4D-5, in the second paragraph of Item C.1, substitute the following for the first sentence: “Except when a sign is in place prohibiting a turn on red or a RED ARROW signal indication is displayed, vehicular traffic facing a CIRCULAR RED signal indication may cautiously enter the intersection to turn right, or to turn left from a one (1) way or two (2) way street into a one (1) way street, after stopping in conformance with the provisions of the Idaho Vehicle Code.” (3-20-04)

10. Section 4K.03, Warning Beacon. On page 4K-3, in the second paragraph under Standard, revise the second sentence to read as follows: “The beacon shall not be included within the border of the sign.” (3-20-04)

11. Section 7B.11, School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, S5-1). On page 7B-8, in the last paragraph under Option, revise the second sentence to read as follows: “The lenses of the Speed Limit Sign Beacon shall not be positioned within the face of the School Speed Limit (S5-1) sign.” (3-20-04)

12. Section 8B.07, STOP Or YIELD Signs At Highway-Rail Grade Crossings. On page 8B-7, delete the first five paragraphs titled as “Option, Support and Guidance Statements,” retaining the Standard for Stop Ahead or Yield Ahead Advance Warning signs and substitute the following; “Standard: Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence.” (3-20-04)

13. Section 8B.18, Dynamic Envelope Delineation. On page 8B-15, revise Standard to read as follows: “If used, the dynamic envelope shall be contrasting pavement color and/or contrasting pavement texture.” And, on page 8B-15, revise Guidance to read as follows: “If used, dynamic envelope contrasting pavement color and/or texture should be placed for a distance of 1.8 m (6 ft) from the nearest rail, installed parallel to the tracks, unless the operating railroad company advises otherwise.” (3-20-04)

14. Figure 8B-4, Typical Train Dynamic Envelope Delineation Pavement Markings. On page 8B-16, delete Figure in it’s entirety. (3-20-04)

15. Section 8D.07, Traffic Control Signals At Or Near Highway-Rail Grade Crossings. On page 8D-11, in the first full paragraph titled Standard, add text “if justified by an engineering study”, to the end of the final sentence in the paragraph. (3-20-04)

16. Section 10C.03, STOP Or YIELD Signs (R1-1, R1-2, W3-1a, W3-2a). On page 10C-1 and 10C-2, delete the five (5) paragraphs titled as “Standard, Guidance, and Option Statements”, retaining the Standard for Stop Ahead or Yield Ahead Advance Warning signs and substituting the following: “Standard: Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their

respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence.” (3-20-04)

17. Section 10C.15 Dynamic Envelope Delineation Markings. (3-20-04)

a. Page 10C-9. On page 10C-9, delete the word “markings” in the title and, under Support, delete the word “markings”. (3-20-04)

b. Page 10C-11. On page 10C-11, under Option, revise the sentence to read as follows: “The dynamic envelope may be delineated on the pavement using contrasting pavement color and/or contrasting pavement texture (see Figures 10C-1 and Figure 10C-4).” (3-20-04)

i. On page 10C-11, delete “Standard, relating to pavement markings in its entirety”. (3-20-04)

ii. On page 10C-11, revise Guidance, to read as follows: “If used at the light-rail transit crossing, dynamic envelope contrasting pavement color and/or texture should be placed at a distance of 1.8 m (6 ft) from the nearest rail, installed parallel to the tracks, unless the transit authority and/or operating railroad company advises otherwise.” (3-20-04)

iii. On page 10C-11, delete the fourth paragraph under the second Option. (3-20-04)

18. Figure 10C-2, Typical Light Rail Transit Vehicle Dynamic Envelope Delineation Pavement Markings. On page 10C-10, delete Figure 10C-2 in it’s entirety. (3-20-04)

19. Section 10D.06, Traffic Signal Preemption Turning Restrictions. On page 10D-6, under the third paragraph titled Guidance: add text “if justified by an engineering study,” to the end of the final sentence in the paragraph.

Table 2C-4. Guidelines for Advance Placement of Warning Signs (English Units) ¹									
Posted or 85 th Percentile Speed (mph)	Condition A: High judgement required ²	Condition B: Deceleration to the listed advisory Speed (mph) for the condition ⁴							
		0 ³	10	20	30	40	50	60	70
20	225 ft	N/A ⁵	N/A ⁵						
25	325 ft	N/A ⁵	N/A ⁵	N/A ⁵					
30	450 ft	N/A ⁵	N/A ⁵	N/A ⁵					
35	550 ft	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵				
40	650 ft	125 ft	N/A ⁵	N/A ⁵	N/A ⁵				
45	750 ft	175 ft	125 ft	N/A ⁵	N/A ⁵	N/A ⁵			
50	850 ft	250 ft	200 ft	150 ft	100 ft	N/A ⁵			
55	950 ft	300 ft	275 ft	225 ft	175 ft	100 ft	N/A ⁵		
60	1100 ft	400 ft	350 ft	300 ft	250 ft	175 ft	N/A ⁵		
65	1200 ft	475 ft	425 ft	400 ft	350 ft	275 ft	175 ft	N/A ⁵	
70	1250 ft	550 ft	525 ft	500 ft	425 ft	350 ft	250 ft	150 ft	N/A ⁵

Table 2C-4. Guidelines for Advance Placement of Warning Signs (English Units) ¹									
75	1350 ft	650 ft	625 ft	600 ft	525 ft	450 ft	350 ft	250 ft	100 ft

Notes:

1. The standard distance calculations in the above chart are based on a sign legibility distance of 175 feet for Condition A which is the appropriate legibility distance for a 5 inch, Series D word legend. The distances for Condition B are based on a sign legibility distance of 250 feet which is appropriate for an alignment warning symbol sign.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. This may be for a multi-lane facility with vehicle weaving and lane change requirements using several of the traffic flow warning signs such as Merge and Lane Ends that requires the application of Driver Decision Sight Distance. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for the vehicle maneuvers (2000 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 175 feet for the appropriate sign.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield head, Signal Ahead, and Intersection Advance Warning signs. The distances are based on the 2000 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1, providing a PIEV time of 2.5 seconds, a deceleration rate of 11.2 ft/sec² minus the sign legibility distance of 175 feet.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn or Curve. The distance is determined by providing a 2.5 second PIEV time, a vehicle deceleration rate of 10 ft/sec² minus the sign legibility distance of 250 feet.
5. No suggested minimum distances are provided for these speeds, as the placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver. The values have been rounded to uniform distances.

Table 2C-4. Guidelines for Advance Placement of Warning Signs (Metric Units) ¹														
Posted or 85 th Percentile Speed (km/h)	Condition A: High judgement required ²	Condition B: Deceleration to the listed advisory Speed (km/h) for the condition ⁴												
		0 ³	10	20	30	40	50	60	70	80	90	100	110	120
30 km/h	60 m	N/A ⁵												
40 km/h	100 m	N/A ⁵												
50 km/h	150 m	N/A ⁵												
60 km/h	180 m	30 m	N/A ⁵	N/A ⁵	N/A ⁵									
70 km/h	220 m	50 m	40 m	30 m	N/A ⁵	N/A ⁵	N/A ⁵							
80 km/h	260 m	80 m	60 m	55 m	50 m	40 m	30 m	N/A ⁵						
90 km/h	310 m	110 m	90 m	80 m	70 m	60 m	40 m	N/A ⁵	N/A ⁵					
100 km/h	350 m	130 m	120 m	115 m	110 m	100 m	90 m	70 m	60 m	40 m	N/A ⁵			
110 km/h	380 m	170 m	160 m	150 m	140 m	130 m	120 m	110 m	90 m	70 m	50 m	N/A ⁵		
120 km/h	420 m	200 m	190 m	185 m	180 m	170 m	160 m	140 m	130 m	110 m	90 m	60 m	40 m	

Table 2C-4. Guidelines for Advance Placement of Warning Signs (Metric Units)¹														
130 km/h	460 m	230 m	230 m	225 m	220 m	210 m	200 m	180 m	170 m	150 m	120 m	100 m	70 m	50 m

Notes:

1. The standard distance calculations in the above chart are based on a sign legibility distance of 50 m for Condition A which is the appropriate legibility distance for a 125 mm, Series D word legend. The distances for Condition B are based on a sign legibility distance of 75 m which is appropriate for an alignment warning symbol sign.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. This may be for a multi-lane facility with vehicle weaving and lane change requirements using several of the traffic flow warning signs such as Merge and Lane Ends that requires the application of Driver Decision Sight Distance. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for the vehicle maneuvers (2000 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 50 m for the appropriate sign.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Advance Warning signs. The distances are based on the 2000 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1, providing a PIEV time of 2.5 seconds, a deceleration rate of 3.4 m/sec² minus the sign legibility distance of 50 m.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn or Curve. The distance is determined by providing a 2.5 second PIEV time, a vehicle deceleration rate of 3.0 m/sec² minus the sign legibility distance of 75 m.
5. No suggested minimum distances are provided for these speeds, as the placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver. The values have been rounded to uniform distances.

(3-20-04)

005. OFFICE -- OFFICE HOURS -- MAILING AND STREET ADDRESS -- PHONE NUMBERS.

01. Street and Mailing Address. The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of P.O. Box 7129, Boise ID 83707-1129. (3-20-04)

02. Office Hours. Daily office hours are 8 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (3-20-04)

03. Telephone And FAX Numbers. The central office may be contacted during office hours by phone at 208-334-8000 or by fax at 208-334-3858. (3-20-04)

04. Idaho Transportation Department District Offices. Offices are at the following locations: (3-20-04)

a. Idaho Transportation Department District 1
 605 Prairie, Coeur d'Alene
 Mailing address - P.O. Box D, Coeur d'Alene, Idaho 83814
 Office Hours - 7 a.m. to 4 p.m., Pacific Time Zone
 Phone - (208) 772-1200 (3-20-04)

b. Idaho Transportation Department District 2
 26th and North and South Highway, Lewiston
 Mailing address - P.O. Box 837, Lewiston, Idaho 83501
 Office Hours - 7 a.m. to 4 p.m., Pacific Time Zone
 Phone - (208) 799-5090 (3-20-04)

- c.** Idaho Transportation Department District 3
8150 Chinden Blvd., Boise
Mailing address - P.O. Box 8028, Boise, Idaho 83707
Office Hours - 8 a.m. to 5 p.m., Mountain Time Zone
Phone – (208) 334-8300 (3-20-04)
- d.** Idaho Transportation Department District 4
216 Date Street, Shoshone
Mailing address - P.O. Box 2-A, Shoshone, Idaho 83352
Office Hours - 8 a.m. to 5 p.m., Mountain Time Zone
Phone – (208) 886-7800 (3-20-04)
- e.** Idaho Transportation Department District 5
5151 South 5th, Pocatello
Mailing address - P.O. Box 4700, Pocatello, Idaho 83201
Office Hours - 8 a.m. to 5 p.m., Mountain Time Zone
Phone – (208) 239-3300 (3-20-04)
- f.** Idaho Transportation Department District 6
206 North Yellowstone, Rigby
Mailing address - P.O. Box 97, Rigby, Idaho 83442
Office Hours - 8 a.m. to 5 p.m., Mountain Time Zone
Phone – (208) 745-8735 (3-20-04)

006. PUBLIC RECORDS ACT COMPLIANCE.

Rules contained herein are promulgated in accordance with Title 67, Chapter 52, Idaho Administrative Procedures Act (IDAPA) and IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Idaho Attorney General”. All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Sections 9-337 through 9-350, Idaho Code. (3-20-04)

007. -- 099. (RESERVED).

100. AVAILABILITY OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS”.

01. Review Of Manual. Persons wishing to review the Manual may do so at any of the locations listed in Section 005. The Manual and subsequent amendments are also available for review at the Idaho State Library. (3-20-04)

02. Purchase Of Manual. The Manual and all subsequent amendments dated December 28, 2001, with Revision No. 1 changes may be viewed and printed from the Federal Highway Administration website, <http://mutcd.fhwa.dot.gov> or purchased from a number of organizations described on the website, such as the U.S. Government Printing Office, AASHTO, ATSSA, and ITE. (3-20-04)

101. -- 999. (RESERVED).

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